
granted them an increase of six cents an hour.

\$100 FINE FOR AUTOIST IN COURT AT NEWTON

Benjamin K. Garbman, who appeared in Newton court yesterday charged with operating an automobile while under the influence of liquor and whose name was continued until today, was fined \$100. He pleaded and was held in \$200 cash bail.

Sullivan, for-
Hospital Outfitting Dept., New
Hunts Hospital, says: "Thousands
deficiency but do not know what to
organic iron—Noxated iron, is
ful, healthy women, and strong,
absolutely sure that my patients
some form of the metallic va-

removed from its original packaging, its strength and endurance of wear, "cure-cure" time in many instances, is stated on recommended dose by Dr. any good druggist will go without a positive manufacturer's guarantee of

Y
Great
on Sale

**able and Wanted
een Our Good For-**

burg Trimmed Gowns 97c
.Hundreds

of \$5.00
Silk Fibre
Sweaters

Coats "style" with pockets, belt and bone knuckle, all desirable shades and sizes Saturday.

\$2.75

**79c Pink
Batiste
Envelope**

Chemise
Yoke—pretty trim—
rest of it is lace.

35c

Good Quality Socks 11c

Girls' \$3.00

Gingham and
Chambray
Dresses

Dresses

Stock up now for
school wear. Sizes 7
to 11. Saturday,
24 22

\$1.69

STREETS _____





"BUGS" SAER



NICK FLATLEY



JACK CONWAY



J.B. GILLOOLY

RUTH GETS HIS 17TH HOMER

Battering Babe Smashes Circuit Clout into Bleachers and Sets Up New A. L. Record

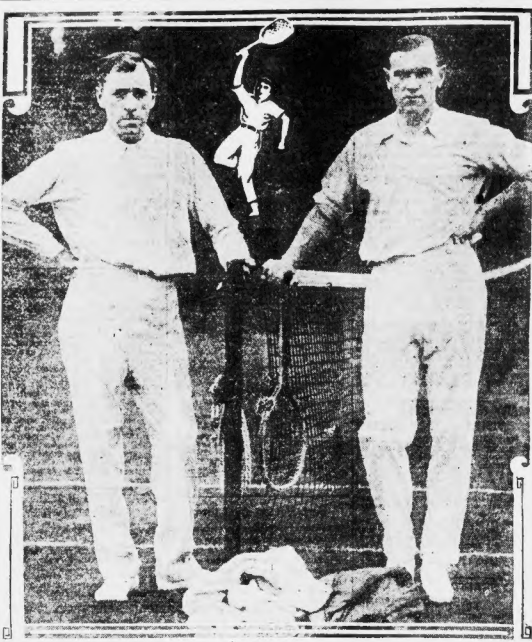
Chicago, Aug. 15.—The Fenian Hopes' Wreckers, otherwise the Boston Red Sox, after tumbling the league leading Alabaster Nuts, 15 to 6 in the opening act of the series, were amused by their fate that they decided to have some fun in return at the expense of the Cincinnati Reds today. Babe Ruth, who had been out of the lineup for a week, was Manager Hartung's selection to do the hurting for the Boston boys, while Glavin trotted out Claude Williams.

Ruth, generally a cool fish, for the first time in his career, accumulated in that first effort and carried from the game, making the first frame after the Cincinnati Reds had delivered the most recent out. The crowd was so wild that it was impossible to get into the stands. Ruth made seven runs, just enough to win.

But that was not all. Ruth had two extra bases accumulated in the second frame, did not discontinue to hit up to the last game, and what they did to young Mr. Ruth was to knock him out. He had come in the second frame, and the crowd was so wild that it was impossible to get into the stands. Ruth made seven runs, just enough to win.

After Ruth's home run, the white Sox found out that the ball was down in the ninth inning and allowed the home heroes to create a mild form of excitement by getting three runs in the ninth, but that they needed more than they could have won.

ANTIPODEAN WIZARDS OF THE COURT



Norman E. Brookes and Gerald Patterson.

STANDING OF CLUBS

NATIONAL LEAGUE

Standing of the Clubs

Club	W.	L.	P.
Cincinnati	45	23	10
St. Louis	43	25	12
Chicago	42	26	11
Pittsburgh	41	27	10
Philadelphia	40	28	11
Boston	39	29	12
Washington	38	30	13
San Francisco	37	31	14
Brooklyn	36	32	15
Cleveland	35	33	16
Philadelphia	34	34	17
St. Louis	33	35	18
Chicago	32	36	19
Pittsburgh	31	37	20
Philadelphia	30	38	21
Boston	29	39	22
Washington	28	40	23
San Francisco	27	41	24
Brooklyn	26	42	25
Cleveland	25	43	26
Philadelphia	24	44	27
St. Louis	23	45	28
Chicago	22	46	29
Pittsburgh	21	47	30
Philadelphia	20	48	31
Boston	19	49	32
Washington	18	50	33
San Francisco	17	51	34
Brooklyn	16	52	35
Cleveland	15	53	36
Philadelphia	14	54	37
St. Louis	13	55	38
Chicago	12	56	39
Pittsburgh	11	57	40
Philadelphia	10	58	41
Boston	9	59	42
Washington	8	60	43
San Francisco	7	61	44
Brooklyn	6	62	45
Cleveland	5	63	46
Philadelphia	4	64	47
St. Louis	3	65	48
Chicago	2	66	49
Pittsburgh	1	67	50

AMERICAN LEAGUE

Standing of the Clubs

Club	W.	L.	P.
St. Louis	45	23	10
Chicago	43	25	12
Pittsburgh	42	26	11
Philadelphia	41	27	10
Boston	40	28	11
Washington	39	29	12
San Francisco	38	30	13
Brooklyn	37	31	14
Cleveland	36	32	15
Philadelphia	35	33	16
St. Louis	34	34	17
Chicago	33	35	18
Pittsburgh	32	36	19
Philadelphia	31	37	20
Boston	30	38	21
Washington	29	39	22
San Francisco	28	40	23
Brooklyn	27	41	24
Cleveland	26	42	25
Philadelphia	25	43	26
St. Louis	24	44	27
Chicago	23	45	28
Pittsburgh	22	46	29
Philadelphia	21	47	30
Boston	20	48	31
Washington	19	49	32
San Francisco	18	50	33
Brooklyn	17	51	34
Cleveland	16	52	35
Philadelphia	15	53	36
St. Louis	14	54	37
Chicago	13	55	38
Pittsburgh	12	56	39
Philadelphia	11	57	40
Boston	10	58	41
Washington	9	59	42
San Francisco	8	60	43
Brooklyn	7	61	44
Cleveland	6	62	45
Philadelphia	5	63	46
St. Louis	4	64	47
Chicago	3	65	48
Pittsburgh	2	66	49
Philadelphia	1	67	50

EASTERN LEAGUE

Standing of the Clubs

Club	W.	L.	P.
St. Louis	45	23	10
Chicago	43	25	12
Pittsburgh	42	26	11
Philadelphia	41	27	10
Boston	40	28	11
Washington	39	29	12
San Francisco	38	30	13
Brooklyn	37	31	14
Cleveland	36	32	15
Philadelphia	35	33	16
St. Louis	34	34	17
Chicago	33	35	18
Pittsburgh	32	36	19
Philadelphia	31	37	20
Boston	30	38	21
Washington	29	39	22
San Francisco	28	40	23
Brooklyn	27	41	24
Cleveland	26	42	25
Philadelphia	25	43	26
St. Louis	24	44	27
Chicago	23	45	28
Pittsburgh	22	46	29
Philadelphia	21	47	30
Boston	20	48	31
Washington	19	49	32
San Francisco	18	50	33
Brooklyn	17	51	34
Cleveland	16	52	35
Philadelphia	15	53	36
St. Louis	14	54	37
Chicago	13	55	38
Pittsburgh	12	56	39
Philadelphia	11	57	40
Boston	10	58	41
Washington	9	59	42
San Francisco	8	60	43
Brooklyn	7	61	44
Cleveland	6	62	45
Philadelphia	5	63	46
St. Louis	4	64	47
Chicago	3	65	48
Pittsburgh	2	66	49
Philadelphia	1	67	50

INTERNATIONAL LEAGUE

Standing of the Clubs

Club	W.	L.	P.
St. Louis	45	23	10
Chicago	43	25	12
Pittsburgh	42	26	11
Philadelphia	41	27	10
Boston	40	28	11
Washington	39	29	12
San Francisco	38	30	13
Brooklyn	37	31	14
Cleveland	36	32	15
Philadelphia	35	33	16
St. Louis	34	34	17
Chicago	33	35	18
Pittsburgh	32	36	19
Philadelphia	31	37	20
Boston	30	38	21
Washington	29	39	22
San Francisco	28	40	23
Brooklyn	27	41	24
Cleveland	26	42	25
Philadelphia	25	43	26
St. Louis	24	44	27
Chicago	23	45	28
Pittsburgh	22	46	29
Philadelphia	21	47	30
Boston	20	48	31
Washington	19	49	32
San Francisco	18	50	33
Brooklyn	17	51	34
Cleveland	16	52	35
Philadelphia	15	53	36
St. Louis	14	54	37
Chicago	13	55	38
Pittsburgh	12	56	39
Philadelphia	11	57	40
Boston	10	58	41
Washington	9	59	42
San Francisco	8	60	43
Brooklyn	7	61	44
Cleveland	6	62	45
Philadelphia	5	63	46
St. Louis	4	64	47
Chicago	3	65	48
Pittsburgh	2	66	49
Philadelphia	1	67	50

AMERICAN ASSOCIATION

Standing of the Clubs

Club	W.	L.	P.
St. Louis	45	23	10
Chicago	43	25	12
Pittsburgh	42	26	11
Philadelphia	41	27	10
Boston	40	28	11
Washington	39	29	12
San Francisco	38	30	13
Brooklyn	37	31	14
Cleveland	36	32	15
Philadelphia	35	33	16
St. Louis	34	34	17
Chicago	33	35	18
Pittsburgh	32	36	19
Philadelphia	31	37	20
Boston	30	38	21
Washington	29	39	22
San Francisco	28	40	23
Brooklyn	27	41	24
Cleveland	26	42	25
Philadelphia	25	43	26
St. Louis	24	44	27
Chicago	23	45	28
Pittsburgh	22	46	29
Philadelphia	21	47	30
Boston	20	48	31
Washington	19	49	32
San Francisco	18	50	33
Brooklyn	17	51	34
Cleveland	16	52	35
Philadelphia	15	53	36
St. Louis	14	54	37
Chicago	13	55	38
Pittsburgh	12	56	39
Philadelphia	11	57	40
Boston	10	58	41
Washington	9	59	42
San Francisco	8	60	43
Brooklyn	7	61	44
Cleveland	6	62	45
Philadelphia	5	63	46
St. Louis	4	64	47
Chicago	3	65	48
Pittsburgh	2	66	49
Philadelphia	1	67	50

SOUTHERN ASSOCIATION

Standing of the Clubs

Club	W.	L.	P.
St. Louis	45	23	10
Chicago	43	25	12
Pittsburgh	42	26	11
Philadelphia	41	27	10
Boston	40	28	11
Washington	39	29	12
San Francisco	38	30	13
Brooklyn	37	31	14
Cleveland	36	32	15
Philadelphia	35	33	16
St. Louis	34	34	17
Chicago	33	35	18
Pittsburgh	32	36	19
Philadelphia	31	37	20
Boston	30	38	21
Washington	29	39	22
San Francisco	28	40	23
Brooklyn	27	41	24
Cleveland	26	42	25
Philadelphia	25	43	26
St. Louis	24	44	27
Chicago	23	45	28
Pittsburgh	22	46	29
Philadelphia	21	47	30
Boston	20	48	31
Washington	19	49	32
San Francisco	18	50	33
Brooklyn	17	51	34
Cleveland	16	52	35
Philadelphia	15	53	36
St. Louis	14	54	37
Chicago	13	55	38
Pittsburgh	12	56	39
Philadelphia	11	57	40
Boston	10	58	41
Washington	9	59	42
San Francisco	8	60	43
Brooklyn	7	61	44
Cleveland	6	62	45
Philadelphia	5	63	46
St. Louis	4	64	47
Chicago	3	65	48
Pittsburgh	2	66	49
Philadelphia	1	67	50

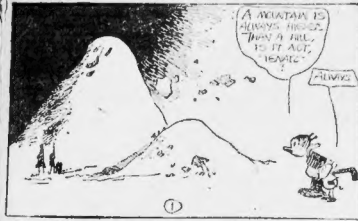
BICYCLES

CREDIT



Krazy Kat

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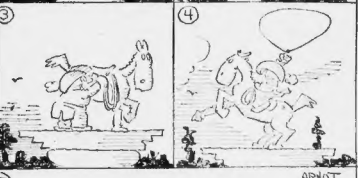
THEN THE FUN BEGAN

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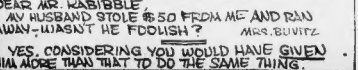
THE GENERAL

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Kabibble Kabaret

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BRINGING UP FATHER

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JERRY ON THE JOB

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ABIE THE AGENT

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POLLY AND HER PALS

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US BOYS

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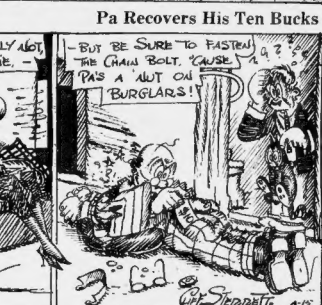
HON AND DEARIE

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By George McManus

A Diplomatic Answer Turns Away Wrath



A Narrow Escape for Hon's Suit



Ford's New Railway Engine and Public Ownership

The last issue of the Electric Railway Journal contains the following interesting and important statement:

Henry Ford has just placed on order with the Kuhlman Car Company for two types of cars, a large one, to be used on steam rails, and a smaller one, to be used on street car rails. They are to be propelled with a new type of gasoline engine, which he claims can be operated 300 per cent. cheaper than electricity, as now used for passenger car operation.

He expects to test the larger car by operating it over the New York Central Railroad lines between New York and Chicago, following one of the fastest trains on the line, the "Wolverine." If Ford can do what he claims, it will mean a revolution in the transportation industry, both steam and electric, and the old type will be cast on the scrap heap as worthless.

If Henry Ford can do what he hopes to do with this gasoline engine he will indeed produce a revolution in the transportation world. But the importance of it will depend upon whether the public is going to own and operate the new system of transportation. If the public does own and operate this new system of transportation thus introduced by Mr. Ford, the public will get all the benefit of the cheaper method and will enjoy a reduction in the cost of riding on our street railways and railroads and in the transportation of freight, which means so much to the cost of living.

But if our transportation systems continue to be owned and operated by PRIVATE CAPITAL, the speculative bankers and their satellites, the public will get very little, if any, benefit from this alleged three hundred per cent. reduction in the cost of transporting people and goods.

Why? Do we need to explain why? Do we not know that it is so from the results? Everyone has seen the prints of the first railroad train—a little donkey engine about as big as a Ford car with a couple of cars for the train, burning wood and looking very silly. That was the first train. Compare it with the mighty engine today that can rattle through the night at ninety miles an hour, drawing ten to twenty heavy passenger cars and fifty great freight cars.

In the last fifty years there have been a thousand improvements reducing the cost of transportation. The railroad engines can haul three times more today than they could haul thirty years ago. The invention of the air brake and other safety appliances which the law and labor unions forced upon the railroads have greatly reduced the number of men necessary to attend the freight trains. Compare the little old horse car with its fifteen passengers and its four miles an hour with the great electric car, with fifty passengers, capable in the open stretches of making fifty miles an hour.

There have been scores and scores of inventions making it cheaper to operate the railroad and street railway, but do they charge less than they did before for their services? Can you ride for less? Can you ship goods for less? Do you have to pay less for your butter and clothing and meat and for your milk and for everything that you wear if it goes over the railroads, and it nearly all does, on account of lower charges which these railroads make due to these inventions which have reduced the cost of operating them?

No! You know you are paying more today to ride on the railroad train or a street railroad and you know that it is costing you more to ride and that you have to pay more for everything that you buy largely on account of the increased charges which the railroads make bringing things to you over the railroads, for no matter where you buy your goods nearly everything that you buy is brought to you over the railroads and you pay the freight for it.

Now, how do these companies manage to increase their charges and at the same time enjoy the benefit of all these inventions? It would take longer to explain it than we have space in this column. It is enough to say that they do it by dishonestly watering their stock, by making crooked purchases by which the railroad loses money, and by doing a hundred other crooked and criminal things which would put an ordinary citizen in jail a hundred times.

If we are on the eve of a great revolution in our transportation system, all the more important is it that that revolution should take place in the public hands, so that we may have no stock watering and none of the hundred devices by which the great private fortunes of this country have been made and by which at the same time prices have been kept up when they ought to have gone lower. If this invention is to be as great as Henry Ford anticipates then we must not let the speculative bankers absorb all its benefits through watered stock and other familiar devices. Public ownership alone will prevent this danger.

The speculators can sneer and oppose the plan of the railroad employees for public ownership and operation of the railroads. But when the public understands the importance of public ownership and operation of the railroads these speculators in Wall Street and State Street will sing another tune. And when we get public ownership and operation then these speculators will turn their attention to other more legitimate occupations. There are unlimited American enterprises which really need the activity and the gambling spirit of these speculators. We are about to enter the world's markets, hoping to conquer them by the arts of peace, not by war. Turn these speculative and predatory gentlemen out of the sheep range into wider unfenced ranges of the world where nature intended them to operate.

Once-Overs

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LISTEN FIRST; THEN REPLY

How many times must you hear a statement to be able to comprehend and repeat it? Listen better.

If the statement concerns more than one thing, listen, or, if natural, you can make it correctly without having it repeated?

Do you make a practice of saying "What did you say?" or "I beg your pardon, please?"

What can be done to cultivate in you the habit of quick comprehension and accurate repetition of passing opportunities of knowledge?

Every person you see or come in contact with is an opportunity for study in one way or another.

If you don't understand the first until after the second has gone, see how much you miss.

Pests

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And Don't Forget Those Among the Roots

Y^e TOWNE GOSSIP

Registered U. S. Patent Office.

By K. C. B.

ON A steamboat.
COMING FROM Italy.
A BABY was born.
IN A humble cabin.
AND THEY told the captain.
AND HE moved the mother.
AND THE new passenger.
TO A first-class cabin.
AND BESIDES that.
HE MADE her a gift.
OF WHAT she'd paid.
FOR HER passage.
AND THE passengers heard.
AND THEY went around.
AND COLLECTED money.
AND MADE up a purse.
AND STARTED the baby.
WITH FIVE hundred dollars.
AND AFTER that.
THEY HAD a christening.
AND THEY named the baby.
AFTER THE host.
AND WHEN they arrived.
THEY TOLD the story.
TO THE passenger men.
AND IT WAS proved.
AND EVERYBODY read it.
AND SMILED.
AND THE mother's home.
IS IN New York.
AND SHE'S there now.
AND THE baby's there.
AND ALL of the passengers.
HAVE GONE their ways.
AND THE mother and.
THAT NONE of them.
WILL EVER again.
SEE EITHER the baby.
OR THE mother.
AND IT'S a white.
AND IN a little while.
WILL BE running around.

Letters to the Editor

Editor Boston American.

In these days of strikes and discussion of the high cost of living I desire to invite your attention to a class of men the nature of whose work prevents their urging their claims before their employers by strike or other forcible methods. I.e., the army officers. Their pay was last raised in 1908—eleven years ago. Since that time the cost of living has increased over a hundred per cent, and even in 1908 the officer had to be most careful of his expenditures. Examining the actual status, we find second lieutenant receive \$14.67 per month and first lieutenants \$16.67 or \$47.2 and \$55.2 a day, respectively. In time of peace it takes from five to twelve years to become a first lieutenant. During this time the man probably wants to marry and in other days did, but can you figure a man's supporting a family on these wages under present conditions, when he must wear and furnish from his salary clothes of stand, and pattern and prepossibility, laundered white shirts and collars and be prepared to move himself and family anywhere on earth at his own expense, except for his own ticket and limited baggage and freight allowance? There is no allowance for wife and family. We hear complaints and fears of "class" among army officers. Who but a man of considerable private income will in the future be able to accept a military or naval commission? We are getting the answer in the resignation of most of the junior officers young enough to start life anew. Failure to remedy will spell disaster to our army standards.

EXA K. F.

Now it's Kerosene
Editor Boston American:
As a reader of your paper I wish to call your attention to what appears to be proliferating in kerosene in the Fulton Heights district of Medford.

In the absence of gas we are obliged to use this commodity both for fuel and light in the summer months.

In the past few months it has been hoisted from five to 20c per gallon, receiving its last boost yesterday.

Surely there is no scarcity of kerosene, and so the only apparent reason for advancing prices is the fact that we are obliged to use it.

I believe that at this time all cases of this nature should be given full publicity, and we must rely largely on the press to help in the good work.

J. J. D. Medford.

Dangerous Crossings

Editor Boston American.

Hardly a week goes by but we read in our daily papers such gruesome headlines as "Autoists Crossing," "Two Persons Killed and Four Others Injured at Gateless Crossing," and so on in weird monstrosities the blood-curdling casualty lists come in. And yet the public does not seem to wake up to the fact that this growing loss of life and injury to person and property can be prevented, or at any rate greatly lessened by supplanting that time worn and antique menace, the level crossing, either by the subway or overhead crossings. Possibly this may not be practicable in every individual case throughout the country, but for the more important thoroughfares it can and should be done. The construction of subways and overhead crossings would furnish work for certain classes of labor who are in need of such work at present. True, it would also add to the country as a whole, to the other many thousands of jobs, but what should that be to us when it means the improvement of the country as a whole, and the safety of our lives and property? I would be greatly pleased if the American, who so successfully champions many good causes, will see merit enough in this suggestion to help carry it out.

H. A. G. Everett.

MAN'S ABILITY TO THINK IS PUZZLE TO SCIENCE

By Garrett P. Serviss

It is fascinating to study the properties of this ball on which we live, during a few years, the government of the United States has arrested the grocer and fined him \$500 because he charged fifteen cents for a pound of sugar.

That is a beginning in the grand effort to lower the high cost of living.

Perhaps, after awhile, the United States government will discover that there is an oil trust in the United States. In the East, while the President was delivering his high cost of living speech, that oil trust added two cents a gallon to the price of kerosene. That meant a tax of sixty cents a day on every farmer using thirty gallons of kerosene in his tractor.

Attacks on cold storage, it is to be hoped, will be made intelligently.

Without cold storage there would be in winter no prices at all for the poor, and the price of meat would be doubled.

Unfortunately, cold storage, which should have made it possible to carry eggs, meat, and other foods at an even lower price throughout the year, has been made, like other machinery, an instrument of extortion and monopoly.

The sewing machine, that should have ended the slavery of the needle, actually created the sweatshop and made the condition of workers worse than it was before. Labor unions are gradually closing that.

Perhaps unions of citizens will gradually make cold storage what it ought to be, a blessing to the public and a power in reducing the cost of living.

"Mysterious Something"

Either that, or else something that is not matter, not solid, or liquid, or gas, attaches itself to or enters the human body, and brain formed out of matter, and controls and uses them. If the latter is the case, the life and thought are in the physical body, that possesses the consciousness and the power to think, and to control action.

But chemistry is unable to find this immaterial, thinking, consciousness, to which we give the name of soul or mind. Chemistry can sift the atoms out of the body and brain through the three states of matter, but all that it discloses is a certain number of the eighty-four "elements" from which all natural things are built.

The most superficial routine, the life and thought are gone, taking their secret with them.

But let us as a little further. Each of the eighty-four chemical elements that make up the world, as we know it, is composed of its visible small particles called atoms. There are eighty-three kinds of atoms, one kind for each chemical element. When two or more elements are united to form a compound, the atoms are joined together in compound particles, also invisibly small, which are called molecules. This water is a compound of oxygen and hydrogen, and is made of water molecules. The smallest particle of water which water can be separated into still retaining the properties of water, consists of two atoms of hydrogen united with one of oxygen.

Mind Guides Senses

Again, even the atoms are divisible into still smaller particles called electrons, so that, as far as we know at present, the composition of all matter is like this. Electrons unite to make atoms, atoms unite to make molecules, and molecules unite to make the visible particles, or grains, of matter. It means, of course, its balance because, without it, no ordinary experience, and microscopic vision, could take us below the level of the sensible particles, but the processes and durations of the senses of chemistry and radioactivity carry us down through the molecules and the atoms to the electrons. But in the latter part of this journey it is the mind that guides the senses, rather than the senses that lead the mind.

It is a dark step as deep as the mysterious depths of the ether universe into which the mind thus plunges. The mind alternately concentrates itself for the descent and expands itself for the ascent. It unites the invisible electron and the unsatisfiable star by a chain of comprehension: what, then, is it that "thus comprehends"? Is it nothing but the matter, the force, the atoms like the electron and the star, or is it something else? Can that matter, however its atoms may be aggregated, possibly combine with reason and will, and be pertinent with itself? Doubt it not, rather, when shaven into a human brain, it can be the instrument of a higher principle, a superior life of consciousness, which may call itself, or spirit, but not matter in any of its three states?

THE LATEST DISCOVERIES ABOUT YOUR SKELETON

Science is always discovering new things that it is business. Some of its most interesting recent activities have been in connection with the body's bony framework. And some surprising discoveries are the result. Big bones are now known to be getting bigger all the time; ribs and teeth are becoming fewer; bones are now shown and built on again like stone walls as the grow; babies are possessed of more bones than their parents; these and many other curious details in an authoritative scientific article in next Sunday's

BOSTON SUNDAY ADVERTISER

Three Cheers, Please
Carnegie Took \$1.50 Expensive Funerals
Nature's Balance
By Arthur Brisbane

All three cheers? The United States government of the United States has arrested the grocer and fined him \$500 because he charged fifteen cents for a pound of sugar.

That is a beginning in the grand effort to lower the high cost of living.

Perhaps, after awhile, the United States government will discover that there is an oil trust in the United States. In the East, while the President was delivering his high cost of living speech, that oil trust added two cents a gallon to the price of kerosene. That meant a tax of sixty cents a day on every farmer using thirty gallons of kerosene in his tractor.

Attacks on cold storage, it is to be hoped, will be made intelligently.

Without cold storage there would be in winter no prices at all for the poor, and the price of meat would be doubled.

Unfortunately, cold storage, which should have made it possible to carry eggs, meat, and other foods at an even lower price throughout the year, has been made, like other machinery, an instrument of extortion and monopoly.

The sewing machine, that should have ended the slavery of the needle, actually created the sweatshop and made the condition of workers worse than it was before. Labor unions are gradually closing that.

Perhaps unions of citizens will gradually make cold storage what it ought to be, a blessing to the public and a power in reducing the cost of living.

Carnegie was buried simply. His funeral cost less than that paid for many a poor woman, giving up her last dollar and mortgaging her future, buying a "respectable funeral" for the father of her children.

On Carnegie's coffin were plain handles of gunmetal, a plain black cloth and a plate of solid silver. That piece of silver, worth perhaps a dollar and a half, was all that he took into the grave with him. That ought to make some other rich men think.

To Carnegie and every other rich man may be applied the words of a well known epigram: "That I spent, that I had; That I gave, that I lost; That I left, that I lost."

Or, as the Jewish proverb has it: "What you give in health is gold; what you give in sickness is what you give after death is iron."

Kolchak, distinguished "Savior of Russia," picked out by the United States and given the solution of the Russian problem, is traveling at high speed with the Pral Mountains, the Bolsheviks pursuing.

And the United States is rushing arms and ammunition, money and automobiles, to Kolchak, hoping they will get there in time to save him.

Save him from what?

What has this country to do with picking out a ruler for Russia? Must the government make a kind of itself, earn the contempt of the Russians, by foolish "cheering and inefficient action?" Why are we trying to put our own choice at the head of the Russian government? Is it because some foolish American bankers bought Russian bonds when a child of seven might have known that the Russian revolution and revolution were a curse?

If this government is so much worried about those bonds, why not pay the American bankers their bonds? It would be cheaper in money and much cheaper in men than the present foolish scheme.

Girl twins were born on Wednesday, untied like the celebrated Shimon twins that helped make Barnum rich.

Some are shocked at Barnum's horrible abnormality. He amazed them at nature's marvellous perfection.

Fifteen hundred million human beings are on earth, and among them all you will find half a dozen such monstrosities as the Shimon twins.

What is more extraordinary, think of the wonderfully balanced hot house that nature maintains to keep us alive. The earth is warmed by the terrific heat of the sun. Thirty thousand degrees above the boiling point.

And the earth is in cold ether, with temperatures at absolute zero, a degree of cold inconceivable to us. And inside to us, when the blood in its veins rises three or four degrees in temperature. There is good balance for you.